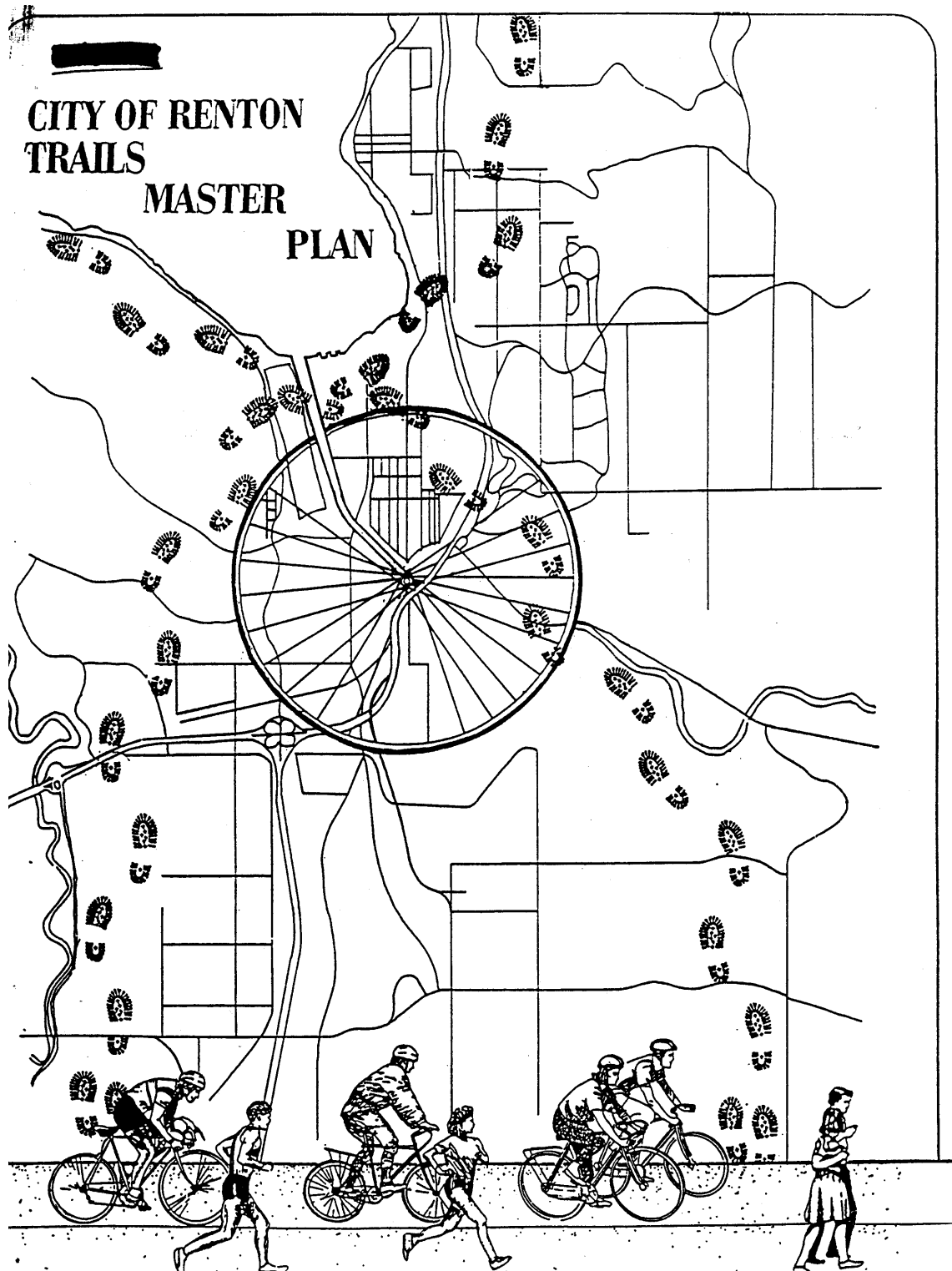


Attachment F-1 City of Renton Trails Master Plan

City of Renton

Lake Washington Trail South Lake Connector



Attachment F-2 City of Renton Trails Master Plan

City of Renton

Lake Washington Trail South Lake Connector

City Wide Master Trails Plan

Views are provided out to Lake Washington, the log booms of the Barbee Mill, Gene Coulon Park, Boeing, Mercer Island, Seattle, the Olympic mountain range and Mount Rainier.

Expanded pockets of right-of-way exist along the west side of the road where potential viewpoint and/or pocket parks could be developed. This might require additional land acquisition.

In Renton, Lake Washington Boulevard is topographically elevated above the lake. Water access is provided at the beach parks.

A major greenbelt extends along the east side of Lake Washington Boulevard between Park Ave. and Burnett Ave N.

Constraints: This area is characterized by steep slopes west of the Boulevard and a combination of ravines and greenbelt that rise above the boulevard to the east. Although the City owns roughly 70 feet of right-of-way along Lake Washington Boulevard, in some sections there is limited flat land upon which to locate both a walkway and bike lane. The narrower sections will be difficult to engineer and construct, frequently, expensive to construct.

Initial indications are that the Kennydale neighborhood is in favor of improved facilities for pedestrians and cyclists. Parking however, may be an issue for homeowners who currently utilize the right-of-way for their only available parking.

The greenbelt on the east side of Lake Washington Blvd. is in private ownership. Development pressures have put this land in eminent threat of conversion to residential use.

Feasibility: Even with the constraint of insufficient right-of-way along Lake Washington Boulevard, development of the Lake Washington Trail is feasible if carried out incrementally.



Much of the right-of-way is currently utilized for parking, especially during the summer months.

tally. Bellevue's sections of the trail are in place from Newport Shores to Renton, utilizing the I-405 right of way and quiet residential streets.

There is sufficient right-of-way along most of Lake Washington Blvd. to build a pedestrian walkway. The expense necessary to expand the narrow sections will be justified by the high usage that this trail will receive. It will serve local neighborhoods, major nearby employment centers, and the region at large. The trail connects regional parks: Gene Coulon Park at the southern end of the boulevard and May Creek Park to the north. Access to the proposed Kennydale Creek and Pacific Coast Railroad trails is also feasible.

The inclusion of Lake Washington Viewpoints Acquisition and Development in the 1989 King County Open Space Bond Issue will serve as an excellent catalyst for development of the Lake Washington Trail. Because these projects will have to be completed within the next three years, they will help to initiate further improvements to the boulevard for pedestrians and bicyclists.

SOUTH LAKE CONNECTOR

Recommended Route: This trail would connect the Cedar River Trail to Coulon Beach Park via Boeing's lakefront, the section of beach owned by the State, and the lakefront behind the Shuffleton Power Plant. This will be a combined over-the-water boardwalk and shoreline trail.

Opportunities/Amenities: This section will complete one of the missing links in a continuous route around Lake Washington, known as 'The Lake Loop'. The trail will be anchored by the Cedar River Trail to the west and Coulon Beach Park to the east.



However, there are alternative possibilities for utilizing this right-of-way, which may better realize Lake Washington Boulevard for its recreational and aesthetic values. Pictured here is Seattle's treatment of Lake Washington Boulevard.



As part of Boeing's expansion plan, the company has granted the City of Renton an easement along their lake shore.

The floating boardwalk trail will not only create a physical link with Coulon Park, but will provide a visual and thematic link as well since Gene Coulon Park is comprised of a series of boardwalks and promenades.

The character of the South Lake trail will be an interesting mix of natural and industrial features. Views to the north and northwest will be of the lake, its associated boating activity, Gene Coulon Park and the forested bluffs that rise above it.

In contrast, views to the south and southwest are of the Shufleton power plant, The Boeing Airplane operations, and the Municipal Airport. Though not necessarily appealing aesthetically, these sights are interesting because of their scale and uniqueness.

Constraints: A land based trail would need to utilize both Puget Power and Boeing property right-of-ways. This raises significant security and access issues for both companies.

Feasibility: Mitigation measures associated with Boeing's expansion have resulted in recent trail development plans.

However, continuity of this trail is not possible without the section along Puget Power.

PARK/BRONSON CONNECTORS

Recommended Route: Follow Park Ave south to Bronson Way in order to connect to the Cedar River Trail at the civic center. Follow Park Ave. south to N.E. 6th in order to connect to Airport Perimeter Rd. via the Cedar River Trail.

Opportunities/Amenities: This is the most direct route to the civic center and provides connections to the highly popular urban zone Cedar River Trail. Sidewalks are continuous from Lake Washington Blvd. to Bronson.

Constraints: Rush hour traffic is heavy, creating noise and air pollution. Aesthetics are poor through most of the Boeing corridor and beyond to N.E. 4th. Though from N.E. 4th to Bronson the area is more residential and subsequently, is quieter with less traffic.